

ILLUSTRATED SPORTING THEATRICAL NEWS

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CHARLES KEAN, Esq.

OUR ILLUSTRATIONS.

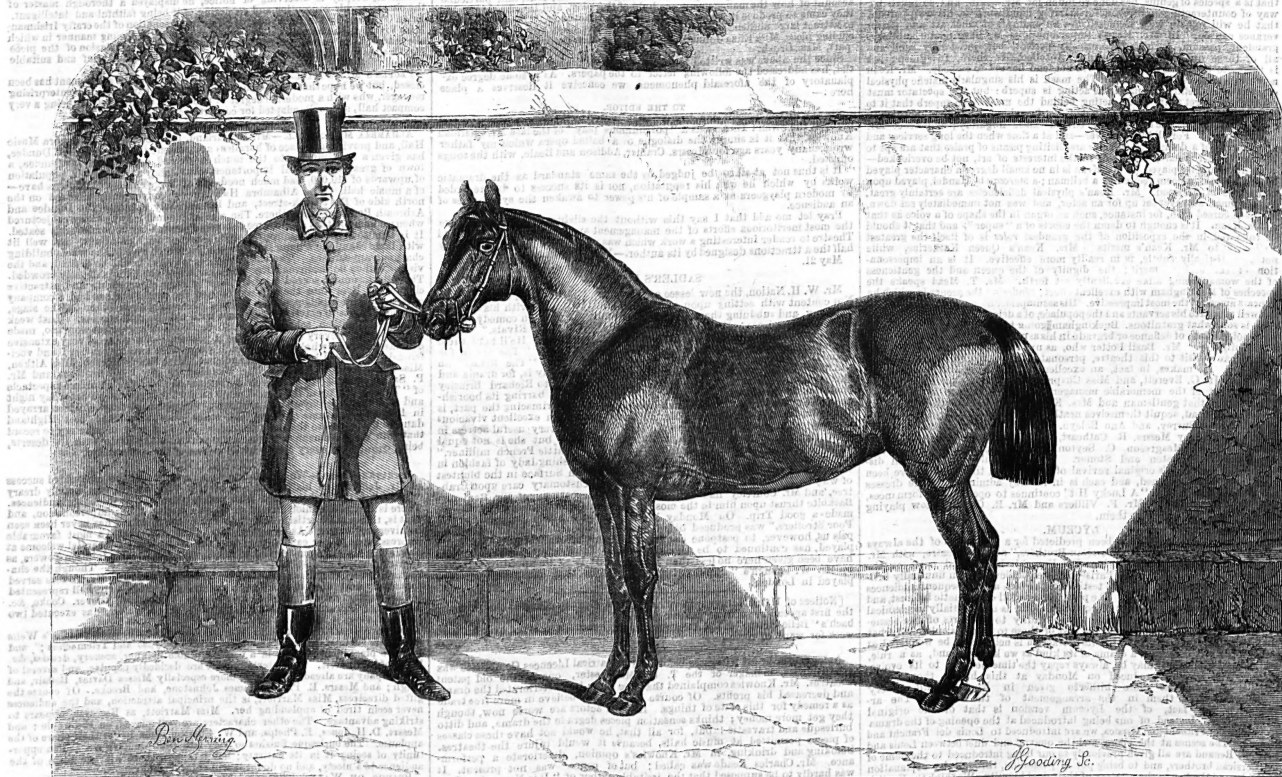
Mr. CHARLES KEAN.—Mr. Charles Kean, whose portrait embellishes our this week's paper, is the second and only surviving son of the great Edmund Kean. He was born in 1811 at Waterford, in Ireland, where his father, then unknown to London fame, was at the time performing. The fortunes of the family at that time were at a low ebb; but were destined to an almost immediate brightening. In 1814 Edmund Kean obtained an engagement in London, and from that day his star rose rapidly. Charles Kean was educated, first at a preparatory school, and afterwards at Eton, whence he had to be removed in consequence of a change which came over his father's fortunes. Having declined an East-India appointment, on account of the precarious state of health of his mother, who was at that time separated from his father, he resolved to embrace the dramatic profession. He speedily obtained an engagement under Mr. Price at Drury-lane, and made his first appearance on October 1st, 1827, as Young Norval in "Douglas." His first appearance, though not a pronounced failure—and there were pronounced failures in those days—was certainly not a success: his performance was almost unanimously condemned by the press. He played through the season in many parts, as Selim, in "Barbarossa," Frederick, in "Lover's Vows," and Lothaire, in Lewis's tragedy, "Adelgitha," but did not succeed in modifying the unfavourable impression made by his first appearance in any appreciable extent; he accordingly, somewhat disheartened, retired to the provinces. Next year, whilst performing in Glasgow, he was fortunate enough to become reconciled to that erratic father of his, who, consenting to play Brutus to his son's Titus for the latter's benefit, gave the young tragedian an undoubted lift. Having immediately after this made another unsuccessful descent upon Drury-lane, he again went into the provinces, and played in conjunction with his father in Dublin and Cork, appearing as Titus, Bassanio, Welborn, Iago, Icelius, and Macduff. In the following October he again appeared in London, this time at the Haymarket. Here he was engaged to play Romeo to Miss F. H. Kelly's Juliet, and "Sir Edward Mortimer" in "The Iron Chest," and for the first time his acting was received by the London press with a modicum of favour. Soon after this Mr. Kean resolved upon trying his fortune in America.

Kean, went again to America. This visit was marked by Mr. Kean's first attempts at the gorgeous revivals of Shakespeare's plays, which afterwards rendered his management at the Princess's so memorable. "King John" and "Richard III." were produced on a scale of unprecedented splendour. The success, however, does not seem to have been at all commensurate with the efforts put forth, and after a short stay Mr. and Mrs. Kean returned to England, and again went the round of the provinces. Interpreting those engagements with several at the Haymarket. In 1840 Mr. Kean had the honour of being appointed manager of the Court Theatricals at Windsor Castle, and in 1850 he became the manager of the Princess's Theatre. Here he distinguished himself, as Macready had before him, by the production of the plays of Shakespeare on a scale of completeness and splendour, as regards the scenery and appointments, scarcely before dreamed of. And it is to these costly, and for the most part highly meritorious revivals, partly by reason of their own intrinsic excellence, and partly from the fact of their proving such an incentive to a much needed reform in the mounting of stage plays, that he will owe his most enduring fame. His brilliant but financially unsuccessful management of the Princess's came to a close in 1850, since which time he, always accompanied by Mrs. Kean, has fulfilled several engagements in London, and others all over the kingdom, besides visiting Australia, and for the fourth time America. It is his re-appearance in London after his return from the last-mentioned country (duly chronicled in our theatrical columns, where also will be found a short criticism of his acting) that affords this opportunity of reviewing his career—a career perhaps amongst living English actors the most remarkable.

LORD LYON, the winner of the Two Thousand and the Derby, of the present year, is by Stockwell out of Paradigm (by Touchstone out of Herdon), by Argonne out of Ellen Horse, by Redbank out of Delhi, by Plenipotentiary. He stands nearly sixteen hands high, and was bred by Colonel Pearson, to whom he still belongs. Mr. Sutton having merely hired the horse for a time. He is a hard bay colt, with shoulders, rare quarters, very muscular arms and thighs, large well-shaped locks and knees, and capital forelegs, looking adapted for any kind of work. Last season, he had a tendency to sinking in the back, which was the only deficiency in the truthfulness of symmetry; but the muscles on each side of the spine are

Henry Kelley, of Putney, for the Soullers' prize at the Thames National Regatta, and later in the season of the same year he won his first match, his opponent being T. Royal, of Westminster, and the stake £25 a side. George Drevitt, of Chelsea, was matched with him in March 1865, over the usual course, when S'idler won easily. Then came the Thames National Regatta, in the same year, when he rowed stroked to the winning four for the Champion prize of £100, and his subsequent defeat by Robert Chambers, of Newcastle, in a trial boat for the Soullers' prize, to be followed by his carrying off the Consolation Stakes at the close of the Regatta, defeating E. Rogers and J. Heath. His last performance previous to the match with Tom Hoare, which we have already recorded, was at the Bedford Regatta, where he won the open four-oared race with the same crew with which he was successful at Putney. Tom Hoare's is a somewhat different, though not less brilliant career. He is a man of only twenty-three years of age, stands 5ft 6in, and weighs 9st 13lb. So far back as 1861 he won the Coat and Balise at the Thames National Regatta, defeating Clepper, of Newcastle. He has since won many victories, defeating many renowned champions, and never having lost a match hitherto. In 1863 and 1864 he won the Championship of the Ouse at King's Lynn, which he retained until last year, when he was defeated by Kelley. In the Thames National Regatta he has not been very fortunate with the sculls, having been defeated by H. Kelley, of Putney, R. A. Green, of Australia, and J. Sadler, of Putney. The £100 prize for the Champion Four was won and lost by Hoare. But the performances which are freshest in the recollection of the public are his well-contested races last autumn with Cannon and Cook, in both of which he was victorious.

THE YOUNG OF HIS ROYAL HIGHNESS THE PRINCE OF WALES TO THE "DERBY" is a subject well worthy of illustration in our columns; for there can be no question that the Prince takes a real interest in all sporting matters, and more especially in the Turf. With the great masses of the people this adds much to his popularity; and whenever he is recognised at such great public gatherings as the races for the "Derby," he is sure to be very cordially welcomed. It is to be regretted, however, that what is intended only as a compliment or an ovation should at times be carried to such an extent as to become to his Royal Highness a nuisance and a bore. We observed, for instance, that at



A CELEBRATED PONY, the property of H.R.H. the PRINCE OF WALES.

(From a Drawing by Ben Herring, Esq.)

He made his first appearance in New York in September 1830, in "Richard III." and was extremely well received, both in that and in the subsequent parts he essayed, viz. Hamlet, Sir Edward Mortimer, and Sir Giles Overreach. He returned to England at the age of twenty-two, with something like an established reputation, and was immediately engaged by Laporte at Covent Garden. His reception, however, by the Londoners, was still cold, and the engagement, upon the whole, a failure. This engagement, however, is rendered memorable by the fact that it afforded the only instance of the two Keans playing together in London. Upon this one occasion the two played Othello and Iago respectively, and Miss Ellen Tree (afterwards Mrs. Charles Kean) played Desdemona. Mr. Kean next went to Hamburg, Miss Ellen Tree being of the company, and thence he proceeded again into the provinces. In Dublin he was again received with much warmth, and was similarly successful in Edinburgh, Manchester, Bath, Bristol, and other large towns. Upon the whole, this provincial tour, besides bringing him money, added to his reputation, and one of the results of it was, in 1837, overtures by Macready to induce him to join the Covent Garden Company. This offer seems to have been declined simply because a better one was made at the same time by Mr. Bunn, of Drury-lane. The latter offer consisted of an engagement for twenty nights at a salary of fifty pounds per night, and it was accepted. Mr. Kean's appearance as Hamlet at Drury-lane on January 8th, 1838, was his first great metropolitan success. So great was his success that his engagement was extended to forty nights, and his society was courted by the great and distinguished of all professions. On the 30th of March he was entertained at a public dinner in Drury-lane Theatre, and was presented with a magnificent silver vase, valued at £200. During this, his first important London engagement, he appeared in only three characters—Hamlet, Richard III., and Sir Giles Overreach. The Queen herself who was present on the first night of Richard III., commanded the manager to express to Mr. Kean her approbation of the performance. In June of the following year, after appearing at the Haymarket with equal success, he paid a second visit to America. And returning in 1840 reappeared at the Haymarket, and then went again into the provinces. In January, 1842, whilst at Dublin, he married Miss Ellen Tree, and thus secured a professional coadjutor of the utmost value in his subsequent career. In 1843 Mr. Kean fulfilled another engagement with Mr. Bunn at Drury-lane, and then, accompanied by Mrs.

now so well developed that the hollowness has almost entirely disappeared. His feet are rather larger and flatter than many would consider to be perfect, but were a competent judge to pick them up and examine the sole and quality of the hoof he would be satisfied that *considered* feet never were iron. The dam of Lord Lyon (Paradigm) is still owned by Colonel Pearson, and has this season been served by Vedette. She was put to the stud in 1855, and her produce, which have always shown great racing ability, have been as follows:—

- 1857—King-at-Arms, by Kingston.
- 1857—Man-at-Arms, by Kingston.
- 1858—Rogue Dragon, by Windhound.
- 1859—Pascally, by Kingston.
- 1859—The Mantle, by Kingston.
- 1861—Barren to Windhound.
- 1861—Gardesmyre, by Vedette.
- 1864—Lord Lyon, by Stockwell.
- 1864—Achilles, by Stockwell.

None of Paradigm's previous sons or daughters have been able to stay; and to Stockwell, therefore, must be attributed the chief credit of removing "the plague spot" in question, as the cross with that famous sire appears to be equally successful in the case of Achievement as of Lord Lyon; and it is not surprising his yearlings fetch better prices than any other stallions'. First, second, and third in the Derby is something for a horse to boast of, even after his progeny has carried off the Derby and Oaks and four St. Leger, in six years; and it must be pronounced even a greater triumph than that of Stockwell's paternal grandchild, Birdcatcher, whose three daughters, Songstress, Bird-on-the-Wing, and Gossamer, ran first, second, and third for the Oaks in 1853.

TOM HOARE and J. SADLER, the Hammersmith and Putney scullers, form the subject of two illustrations this week. In the report of the race, which we have already published, some account of Sadler's performance was given. Nevertheless, some further particulars relative to both may be uninteresting to our readers. Sadler was first brought out at the Sons of the "Thames Regatta" in 1861, where he rowed in the second crew for the four-oared prize. He is 25 years of age, and stands 5ft 10in, in height. In 1862 he rowed stroke to the four-oared crew which won the £50 prize in the following year he won the Senior Scullers' prize of £10, defeating in the final heat J. Biffen, T. Wise, and C. Conet. In 1864 he rowed second to

this year's "Derby," the Prince of Wales did not visit the paddock to see the starters before they came to the post. This, there can be no doubt, was in consequence of the mobbing he endured in it last year. Neither did the Prince of Wales and his companions go upon the Grand Stand, but occupied places on the stand of Mr. Todd Heatley, of the firm of Messrs. Todd Heatley and Co., who merchants, Adelphi, Strand. It is perhaps not generally known that this gentleman has made a custom of erecting a stand for the "Derby Day" on his own account, to which he invites a large and distinguished company, whom we need scarcely say, he entertains in a truly princely style. Although the Prince of Wales did not visit the paddock, the Duke of Cambridge and Prince Teck did; but the latter escaped anything like a pressure as he was not known to a score out of the hundreds who, either by payment of the legitimate half-guinea or a tip to the police, had obtained an entry into the enclosure.

Prize Horses.—Of an available space will not permit us to select for illustration more than four out of the prize horses at the Agricultural Hall. A full report of the Show, together with the list of prizes, will be found elsewhere.

THE PRINCE OF WALES'S PONY.—*Apologies* of Horse Shows, we give a beautifully-executed drawing of the splendid pony which has been exhibited by his Royal Highness the Prince of Wales. It is from a very admirably-executed drawing by Ben Herring, Esq.

THE METROPOLITAN HORSE SHOW.

The exhibition which opened last Saturday at the Agricultural Hall, Islington, and continued during the present week has, to a considerable extent, proved to the horse-breeder what the Royal Agricultural Show has hitherto annually been to breeders and agriculturists, although from the early part of the season there was a great paucity of good thoroughbred and horses. Nevertheless, the recent exhibition was a very good one; and a larger number of useful, shapely animals was never entered in competition for the various Islington premiums. The Prince and Princess of Wales were unable to attend the opening, but the speculation has been, in every meaning of the word, a successful one. Among others present on Saturday were the Duke of Richmond, Duke of St. Albans, Duke of Marlborough, Duke of Sutherland, Marquis of Exeter, Lord and Lady Constance Grosvenor,

Lord Stamford, Lord Spencer, Lord Faversham, Lord Ebury, &c. General Count Flcury, Master of the Horse, to the Emperor of the French, was also present. The Hall was opened as early as 9 o'clock, and the judgment of the relative merits of the horses commenced at 10. The chief judges, who were helped by professional assistants, were Lord Portsmouth, Lord Combermere, Sir Watkin W. Wynn, Sir George Wombwell, and Captain Percy Williams. Taking into consideration how horses are employed at this season of the year, it is almost surprising to find that in the seven classes for which prizes were offered up to 300 animals were entered. In these classes were, of course, included every kind and description of horses—racers, hunters, hacks, roadsters, ladies' horses, and ponies. The latter form, as usual, a very popular and very numerous class. There are many of them so small as to be less than eight or nine hands high, while only one or two exceed the height of 12 inches. For the guidance of visitors we may mention that the horses winning first prizes in their class are decorated with dark-blue ribbons; a crimson ribbon marks the award of second prize, and an orange-coloured band those which gain the third. Judging commenced with Class 15, thoroughbred stallions for getting hunters. In this magnificent class of animals, after long deliberation, the first prize was awarded to Mr. Topham's bay stallion, Storm Stayer, aged five years. The second

aristocracy of their species, resemble other aristocrats in that they bear but little exterior indication of blue blood. It is only when the visitor can summon courage to go up to the manger and turn the horse's swiftness and strength, can be seen. Among the ponies, which as usual attracted considerable attention, was one of unusually small stature. This little animal, by name Scotty, the property of Mr. Henry W. Gilbey, Hargreaves-park, Stanstead, though tractable as a trained dog, to his young master, rejected in his considerable groups. Class 14, for horses not exceeding 12½ hands, to carry children, produced many competitors. In this lot Little Wonder seems likely to carry off the honours. Some of these animals, though scarcely bigger than fine muffs, are the most perfectly formed ponies it is possible to imagine. One especially called Snowy, with a white silky mane and tail, has been made quite the pet of the show. A beautiful pair called Deerfoot and Quick, shown by Mr. Ayshford, have also attracted a great deal of attention and admiration. The form and matching of these miniature courses are absolutely faultless.

The awards of the prizes were as annexed:—
Class 1.—Hunters (weight-carriers), equal to not less than 15½—first prize £50; second, £30; third, £15. First prize, Mr. T. Sutton

Edwards, Ealing Paddocks, Middlesex (Shepherd F. Knapp), No. 299; second, Mr. O. M. Baker, The Rookery, Clapham-common (Magnet), No. 297.
Class 8.—PARK HACKS (weight carriers), from 14 hands 2 inches to 15 hands 2 inches—first prize, £25; second, £15. First prize, Mr. A. Barker (Peggy), No. 115; second, Mr. H. J. Percy (Crat), No. 112; highly commended, No. 116.
Class 9.—PARK HACKS AND LADIES' HORSES of any weight—first prize, £20; second, £10. First prize, Mr. C. Symonds (Fire King), No. 138; second, Capt. St. Clair Ford (Beauty), No. 126.
Class 10.—PARK HACKS AND LADIES' HORSES, not exceeding 13½ hands 1 inch high—first prize, £20; second, £10; third, £5. First prize, Mr. J. D. Lewis (Bridemaid), No. 133; second, Mr. R. J. L. Taylor (Fly), No. 145; third, Mr. T. J. Steel (Minnie), No. 148; highly commended, No. 161.
Class 11.—PARK HACKS AND LADIES' HORSES, not exceeding 14½ hands high—first prize, £20; second, £10; third, £5. First prize, Mr. E. Caldecott (Fuschia), No. 132; second, Mr. Walter de Winton (Grouse), No. 180; third, Mr. W. Greenham, No. 177.
Class 12.—PONIES, not exceeding 13½ hands high, in single harness—first prize, £15; second, £10; third, £5. First prize, Mr. R. Glynes, Stratford, No. 213; second, Mrs. S. H. Chavasse, Hamstead, Stratford.



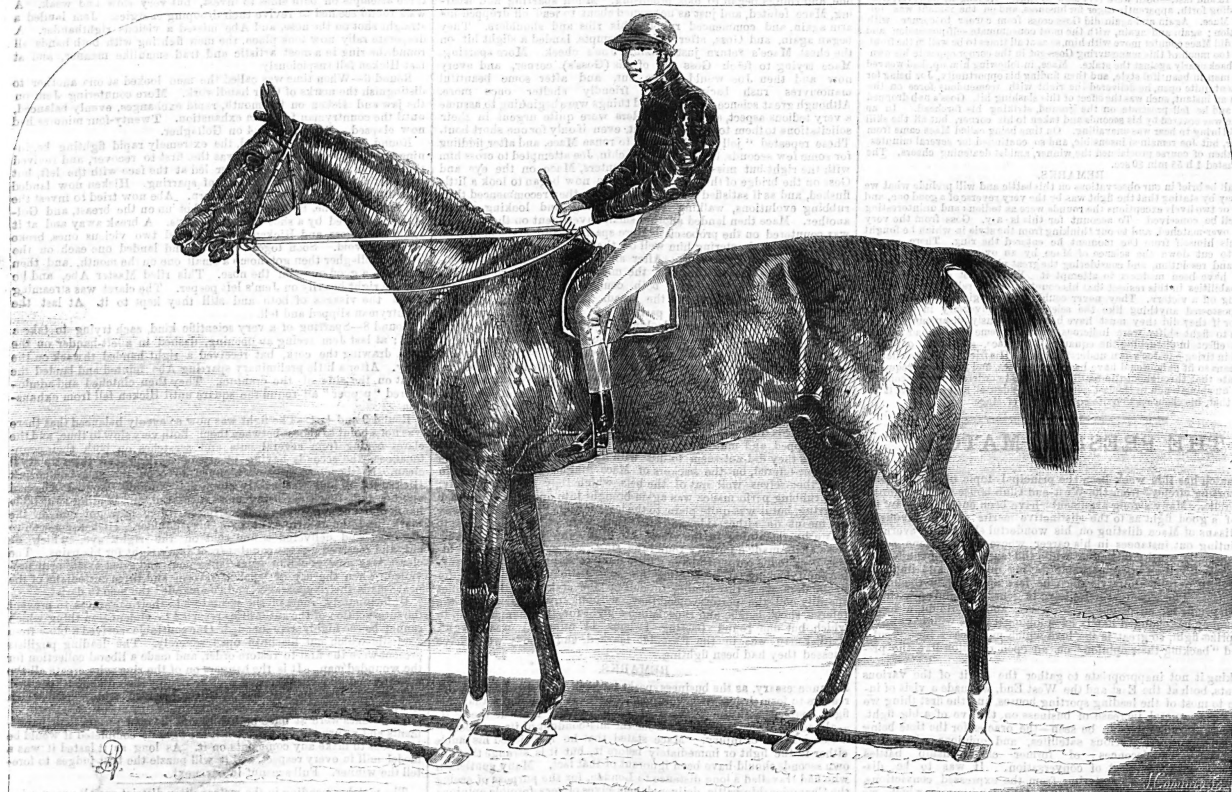
JAMES MANN (of Newmarket), Rider of the Oaks Winner of 1866.

Pize was taken by Mr. Phillips's Prince Plausible. Very many of the horses in this class were marked in money value nearly as much in amount as the price of those which gained these prizes, yet the decision in favour of the animals we have mentioned seemed to meet with unanimous approval. In the class for good weight-carrying hunters, Mr. Sutton's Voyager gained the highest honour, and Mr. Thomson's Rainbow the second prize. The justice of both these awards was endorsed in the strongest terms by all within the arena. It may be mentioned that in this trial, as well as in Class 3, where hunters without condition as to weight were tried, some excellent jumping was made by many of the animals. Some, however, which were actually entered as hunters would not face the hurdles at all, or even look at anything in the nature of a jump. There were only two pairs of carriage horses. At the end of the ring was to be seen a pretty model horse box, manufactured and lent by the St. Paul's Ironworks Company. It attracted attention, but not so much as it would have done had it not contained Mr. Donald's celebrated Scottish Chief. He bore away a prize last year, but was not now entered in competition. Another less known rascals, Costa, was also exhibited by Mr. Donald. In the minor hall, where the stallions were housed, there are three or four generally passed by without notice, but which are not without momentary inspection. The first is a small iron-grey Arab with a known pedigree dated back 200 years; the second is a black barb bred in the Sahara Desert; and the third is a white Arab bred by the Emperor of Morocco. These horses, the

(Voyager), No. 31; second, Mr. J. A. Thomson (Rainbow), No. 2; third, Mr. H. J. Percy (logieby), No. 18; highly commended, No. 33; commended, No. 37.
Class 2.—Hunters, without condition as to weight—first prize, £30; second, £20; third, £15. First prize, Mr. G. O. Wombwell (Hawkey), No. 47; second, Mr. T. Gee (Tom), No. 55; third, Mr. H. S. Lucy (Rural Dean), No. 63; commended, No. 44 and 61.
Class 3.—Hunters, without condition as to weight, and not exceeding 15 hands 2 inches high—first prize, £30; second, £15; third, £10. First prize, Mr. H. Howell (Obobut), No. 74; second, Mr. E. Barnett (Byard), No. 78; third, Capt. Ward (Poppy), No. 82; highly commended, No. 77.
Class 4.—Hunters, four years old, May 1, 1863—first prize, £25; second, £15; third, £10. First prize, Mr. W. Morley, No. 94; second, Mr. J. Drage (Thorpe Major), No. 90; third, Mr. G. Holmes (Yellow Jack), No. 97.
Class 5.—CARRIAGE HORSES, not under 15 hands 3 inches, a match pair—first prize, £25, to Messrs. Samuel Wimbush and Co., Halkin-street.
Class 6.—COVERT HACKS and ROADSTERS, not exceeding 15 hands 1 inch high—first prize, £15; second, £10. First prize, Mr. F. Young (Mr. Briggs), No. 100; second, Mr. W. Armstrong, No. 108.
Class 7.—ROADSTER TROTTERS, in single harness, not exceeding 15 hands 2 inches—first prize, £25; second, £10. First prize, Mr. John

shire, No. 208; third, Mr. Edward Tailby, St. Mary's-square, Birmingham, No. 205.
Class 13.—PONIES, not exceeding 12½ hands high, in single harness—first prize, £10; second, £5. First prize, Mr. Charles K. Dyer, St. Albans, No. 226; second, Mr. T. J. Merrick, Northampton, No. 230.
Class 14.—PONIES, not exceeding 12½ hands high, to carry children—first prize, £10; second, £5. First prize, Mr. T. L. Reed (Protaway), No. 273; third, Mr. W. Burton, No. 27.
Class 15.—STALLIONS, thoroughbred, for getting hunters—first prize, £10; second, £5. First prize, Mr. T. L. Reed (Protaway), No. 273; third, Mr. W. Burton, No. 27.
Class 16.—STALLIONS, for getting hacks, cobs, or ponies—first prize, £15; second, £10; third, £5. First prize, Mr. David Lister, West Farm, Ilkley (Black Performer), No. 279; second, Captain Barlow, Haskerton, near Woodbridge (Confidante), No. 276; third, Mr. Henry Aust, Old Shoreville, Kirk Hamner, York (Golden President), No. 281.
On the opening day the visitors were very numerous, and it was

17. Goss came up bleeding from the old spot and from the mouth. Both were flushed, and bore unmistakable proof of the execution that had been done. After the usual shifts and turns, Goss at length went lunging at his man in a truly



LORD LYON, Winner of the Two Thousand and the Derby 1865.
(From a special drawing by Ben Herring, Esq.)

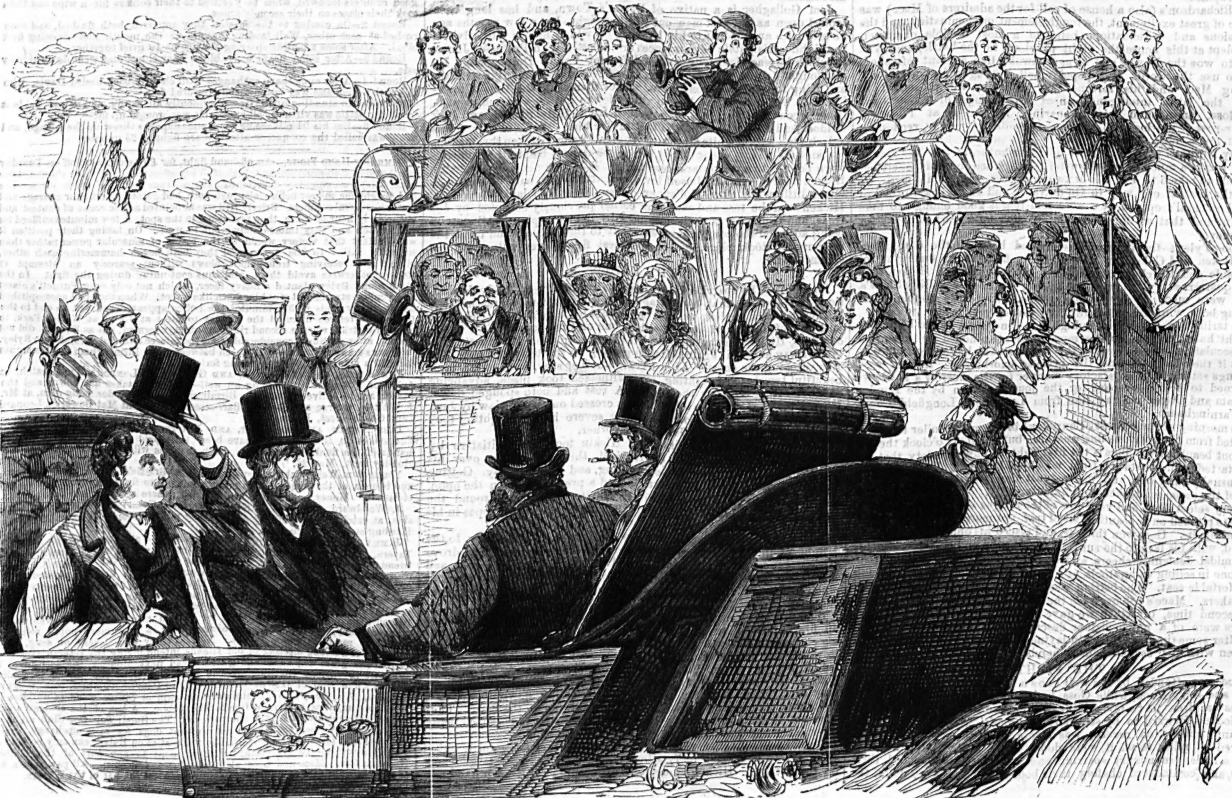
CRICKET.

ALL-ENGLAND v. UNITED ALL-ENGLAND.

These celebrated eleven met on Whit-Monday at Lord's, to play the annual match for the benefit of the Cricketers' Fund, and we are pleased to find that the receipts of the first day were large, upwards of 6,000 persons being present. Carpentier having won the toss on behalf of the United, selected to go in Smith and Brampton to the bowling of Tarrant and Tully (above). Brampton did not occupy the wickets long, being well caught at short leg by Tarrant. The next to appear was the old favourite, Jimmy Grundy, but he was soon out, being well caught by E. Stephenson at short slip. Stephenson did not over-throw, and ng to close behind the wicket against the tremendous bowling

of Tarrant. The innings closed for 186 runs, of which J. Smith played a rare hitting innings of 62, comprising a five, five 4's, five 3's, seven 2's, &c. On returning to the pavilion he was loudly and deservedly applauded for his fine display of batting. Carpenter was not out, 38, secured in his well known style, his back play as usual being much admired. Amongst his figures were three 4's, two 3's, &c. Eddulph was in good form, securing by capital cricket 50. Tiddison was bowled by Shaw, after adding 17 to the score. The bowling of Shaw was very destructive. Tarrant, Tinley, and Wootton also bowled. The All England commenced the batting with J. Rowbotham and Brampton, the bowlers for the United being Atkinson and Howitt (left hand). The first to retire was Dorell, who, however, was well caught by Tiddison; the second wicket fell to Howitt, who bowled Rowbotham, the same bowler also disposing of T. Hayward, after

making 8; he next caught Tarrant from his own bowling, but not before that "crack" had by some spirited play made 18. Dalt unfortunately received a severe blow in the face from one of Howitt's balls, causing him to leave the wicket for a time. Parr scored but 5, Atkinson securing him at short slip. E. Stephenson did not do great service, Atkinson shortly flooring his stump. Jackson was the next to give way to Atkinson being 1 b w. Wootton most decidedly played the innings of his side, Howitt bowling him, but not before he had placed 21 to his account. Tinley was not out, 19, for which he deserves great praise, as he evidently saved the innings by his splendid hitting. When time was called at seven o'clock, All England had scored 112 runs for the loss of nine wickets, T.C. Shaw having to go in. The bowling of Howitt took seven wickets, and that of Atkinson two. Howitt took most wickets. Atkinson never bowled better in his life.



ROYAL THAMES YACHT CLUB.

CHANNEL MATCH.

This match, which has occupied so much attention of late in yachting circles, was sailed on Monday from the Nore to Dover harbour, leaving the west buoy of the Oaze on the port hand, the east buoy of the Shivering on the starboard hand, and outside the Goodwin Sands. The prizes were respectively £100, £50, and £20, for either class, schooners, yawls, or cutters, luggers to class as schooners; the first yacht of any rig inside Dover harbour and between the winning boat and Admiralty Pier to take the £100 prize. The match was open to all Royal yacht club's, and the entries were as follows:—

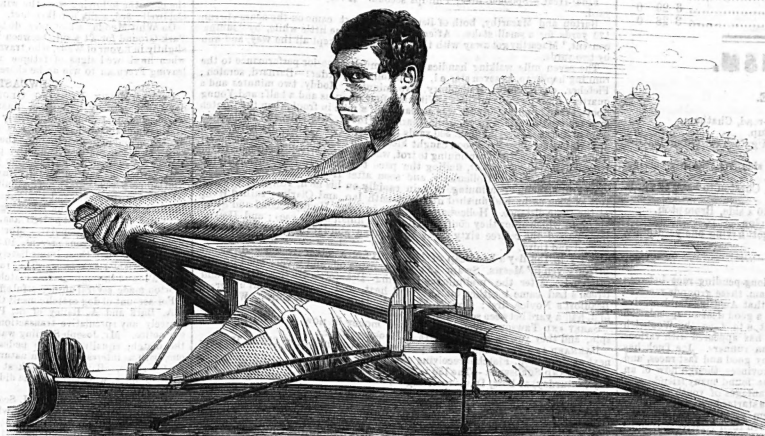
Yacht.	Rig.	Tons.	Owner.
Evadne	Schoon.	206	Mr. J. Richardson.
Blue Bell	"	170	Mr. F. Edwards.
Egeria	"	160	Mr. J. Mulhol- land.
Gloriana	"	148	Mr. A. O. Wilkin- son.
Iolanthe	"	83	Capt. J. C. Miller.
Pearle	"		
Ly	"	82	Mr. H. W. Birch.
Ny Moen Lgr.	209	Lord Willoughby de Eresby.	
Xantha	Yawl	135	Lord A. Paget (Commodore).
Lulworth	Cutt.	80	Mr. G. Duppa.
Marina	"	65	Mr. J. C. Morice.
Vanguard	"	60	Capt. J. W. Hughes.
Christabel	"	51	Mr. A. C. Kennard.
Sphinx	"	48	Mr. H. Maudslay.
Amulet	"	48	Rev. T. V. Tip- pling.
Amazon	"	46	Mr. H. F. Smith.
Vindex	"	45	Mr. A. Duncan.
Niche	"	40	Mr. W. Gordon.

A keen reef-breeze blew the whole of Sunday from the eastward and southward, and a similar wind prevailed on Monday morning as the fleet were started about 8-15 from the moorings they had taken up an hour or two previously. The Lulworth, the Blue Bell, the Vanguard, and the Sphinx were the "observed of all observers," but it was soon apparent that the Lulworth was out of sailing trim and under-balanced for such spars as she carries in any wind but a gale top of breeze. She started to windward of the lot with a reef down in her mainsail on the E.S.E. wind and an east-going lee tide; on the first tack the new cutter Sphinx, edging up to windward, and sailing with remarkable buoyancy, passed her by her weather, and then went

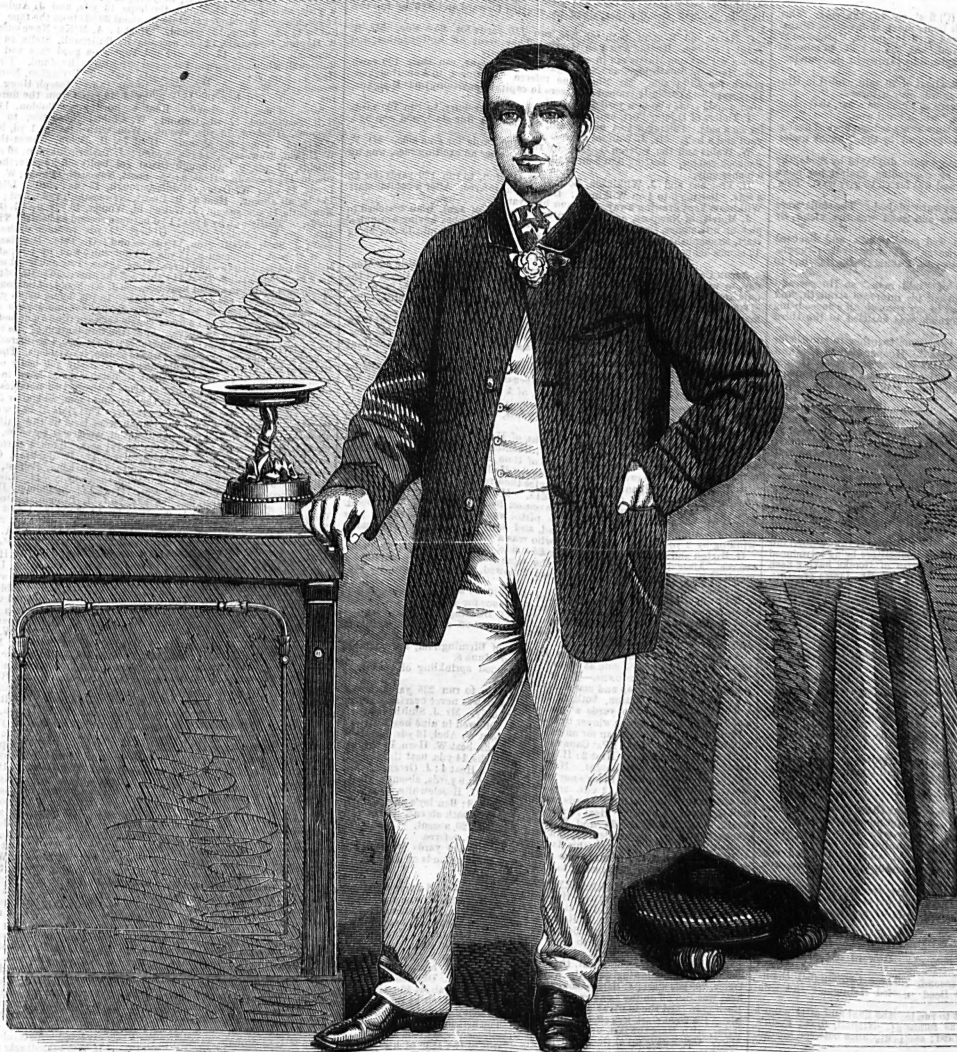
on with the lead. The Christabel to leeward fore-reached the Lulworth, and afterwards followed second in the wake of the Sphinx, the Amazon lying fourth, and the Vanguard fifth. The Fradino got best off among the schooners, with the Egeria Blue Bell, and Gloriana close under her lee. The Xantha yawl early began to distinguish herself, carrying a topsail yet standing as upright as a three-decker,

peculiarities of the vessel. The yawl Xantha, although she got away to leeward of all the schooners, sailed boldly through the whole fleet, and at half past ten, by the Prince's light, was closely pursuing the Sphinx, the Christabel, so far as we could make out, being second, the Egeria schooner third, and the Marina fourth. The Blue Bell, as we anticipated, was not a match for the Egeria, and,

while the crack cutters, "their bows dipped in the sea." The Marina also stood up under the pressure of wind with her customary stiffness, and, indeed, it was just her weather, while some of the others were reaching a thorough good "hasting." As the breeze freshened as they stood on their seaward course, the Lulworth took two more reefs down, and housed her topmast, now sailing under a three-red-main-and-fore-sail. However, she now seemed to absolutely do worse, and perfectly astounded every one on board as she was passed in rapid succession by schooners and cutters, the Vanguard on the port tack compelling her to keep away as she crossed her bows to windward when near the Shivering buoy, although the Lulworth was on the starboard tack. The Christabel ever-reached herself in making for the West Oaze buoy, and the Vindex sailed into second position, but something shortly afterwards going wrong on board she gave up and returned to the Nore. At 10.30, when near the Prince's lightship, the Lulworth drew the helm in her starboard chain plates, and it was directly afterwards discovered that those on the port side were also started; she consequently, in a freshening breeze and heavy sea, had no alternative but to retire from the contest and to run home to Sheerness. This renowned craft unmistakably sailed under very great disadvantages; she has not been fitted out until now since the death of Mr. Weld and his clever skipper, John Nichols. Of course, the can roun be put in a proper trim again, and the fact of her being beaten on so much wind and sea by a cutter like the Vindex only proves how much she was out of trim, and that her present sailing has not yet had time to become acquainted with the evidently capricious



J. SADLER, the Putney Sculler.



T. HOARE, the Hammermith Sculler.

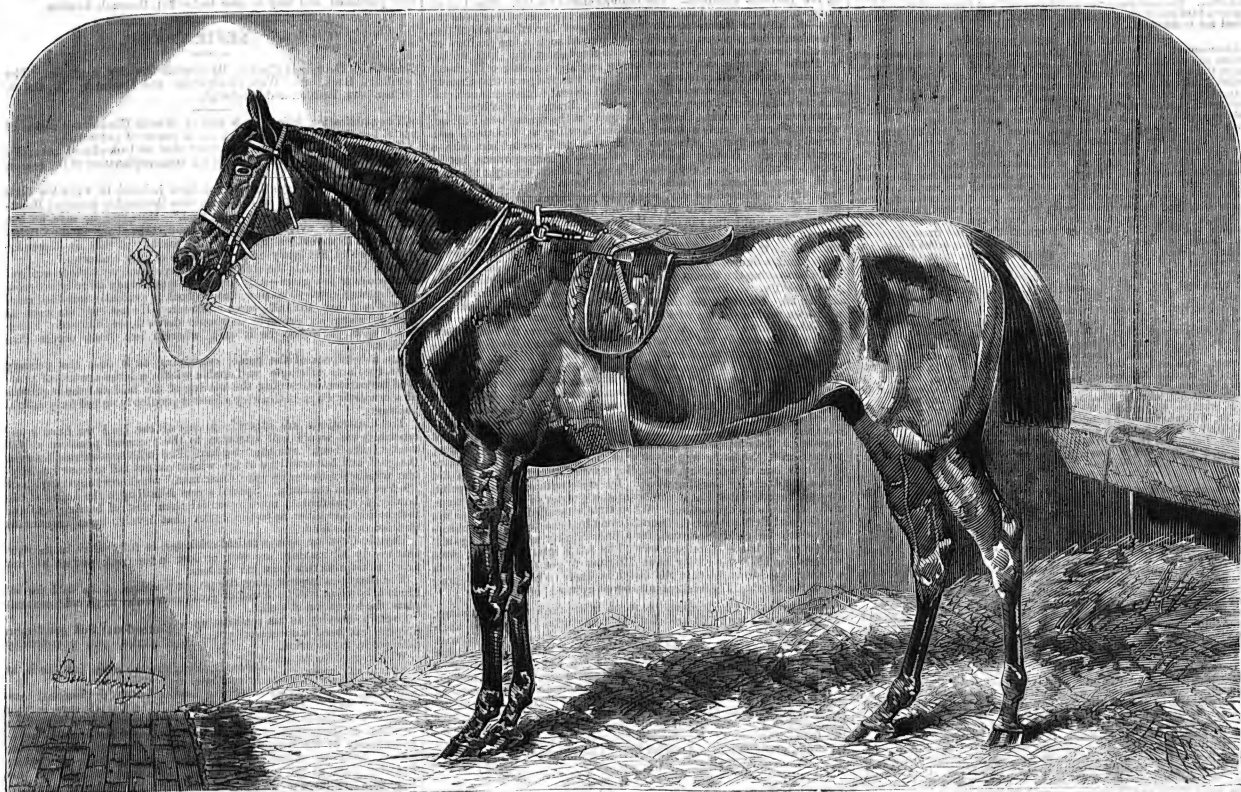
were run.—R. Gillespie and A. Pinks of Monkwearmouth, 120 yds, for £40. Level betting, attendance miserable. J. Sterling, referee. Pinks had the race in hand from the first, and won with ease by two yds.
T. Murray and Davidson (the Unknown) of Jarro, 150 yds for £30.—Murray was easily the better horse, and won by four feet.
R. Newton Walker and G. Dixon, of Walsell, 100 yds, for £20. Newton forced the pace and actually led a stride or two from the tape, when Dixon pushed forward and the race ended in a dead heat. Mr. Oldham, who was referee, coming in for his share of ineptitude, he therefore properly gave up the office. The next race was a first class one, and Dixon only managed to win after a hard and resolute struggle by one foot. Who was judge in this case we cared not to ascertain.

SHEFFIELD AND NEIGHBOURHOOD.

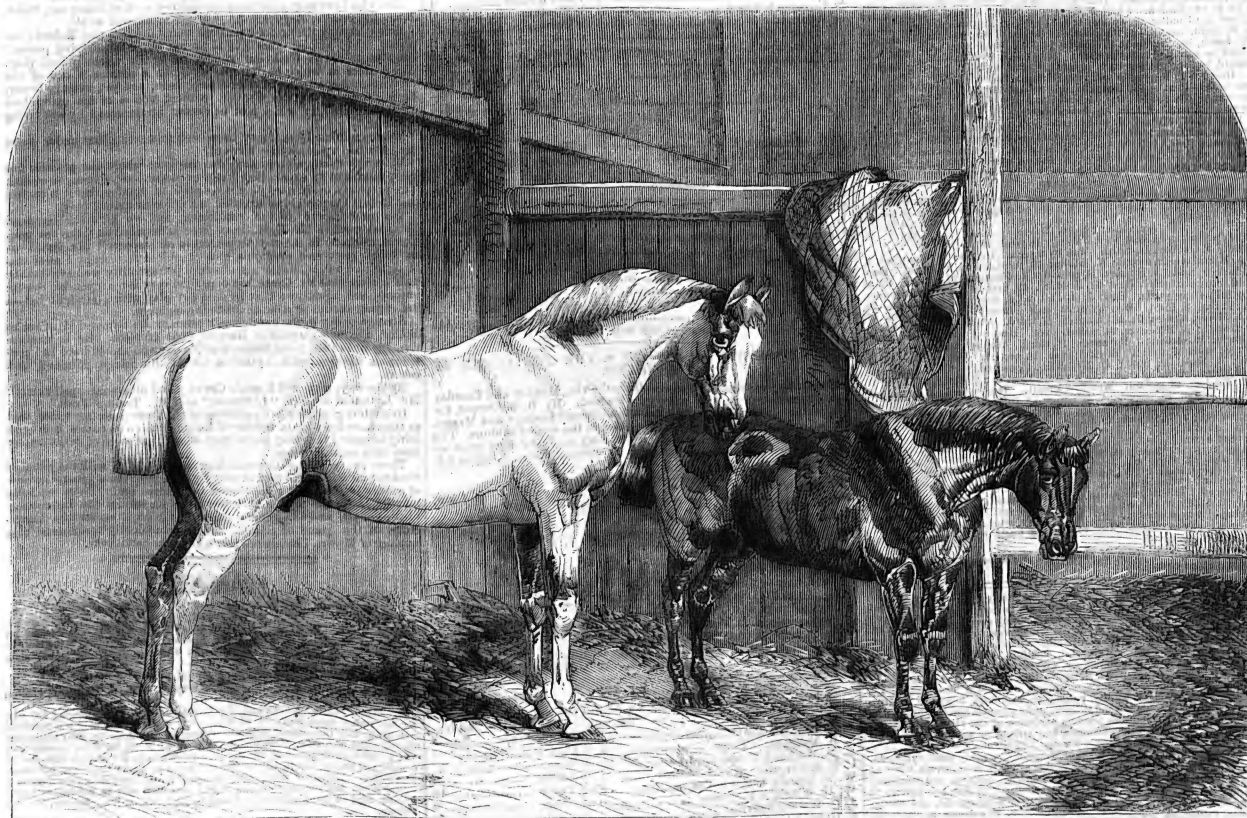
The amusements provided for the Whitehouse pleasure-seekers were both numerous and varied. The races were held on the race course, and the races on Monday witnessed the interesting ceremony of christening the lifeboat "Sheffield," the cost of which has been raised by subscription. An exhibition of poultry, pigeons, rabbits, and dogs has also been opened, and together with athletic sports in aid of the Lock-out Bazaar, it is the usual number of pedestrian handicaps, which will no doubt prove most interesting.

HIGH PARK.—Messrs. DAWLEY and HARRIS' GREAT ALL-ENGLAND 210 YDS. HANDICAP.—The Whitehouse handicap in which Messrs. DAWLEY and HARRIS were to be run for, and divided as follows:—First prize, £70; second, £27; third, £23—caused the usual amount of interest in this truly pedestrian and exciting event. The weather on Monday was everything that could be desired, and the number of visitors assembled was computed at upwards of 5,000. Forty-one runners accepted, and were drawn in ten lots, large amounts being speculated at the following prices:—2 to 1 against Fenton, 5 to 1 against Davis, 8 to 1 against Martin, 10 to 1 against Galt, 10 to 1 against Robinson, and W. Blackwell, 12 to 1 each; Agnew (Newcastle), Crow (Stockton), and W. Lomas, and 15 to 1 each; G. Mole; various and long prices others. At the time appointed, or somewhat later, the men appeared at their respective marks for the first lot. D. Taylor, 1st; D. Galt, 2nd; W. Blackwell, 3rd; G. Mole, 4th; C. Collier, 5th; 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 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METROPOLITAN HORSE SHOW WINNERS.

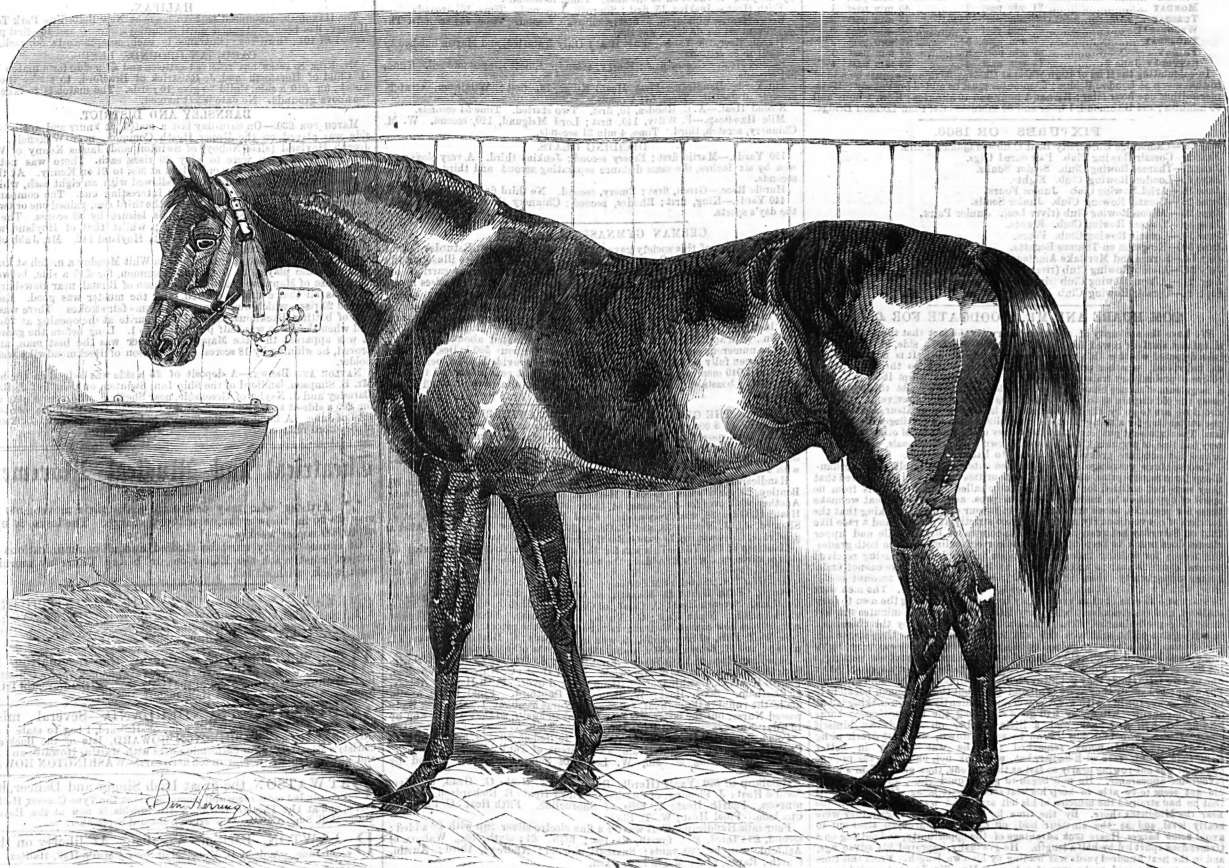


CLASS II.—PRIZE HUNTER.

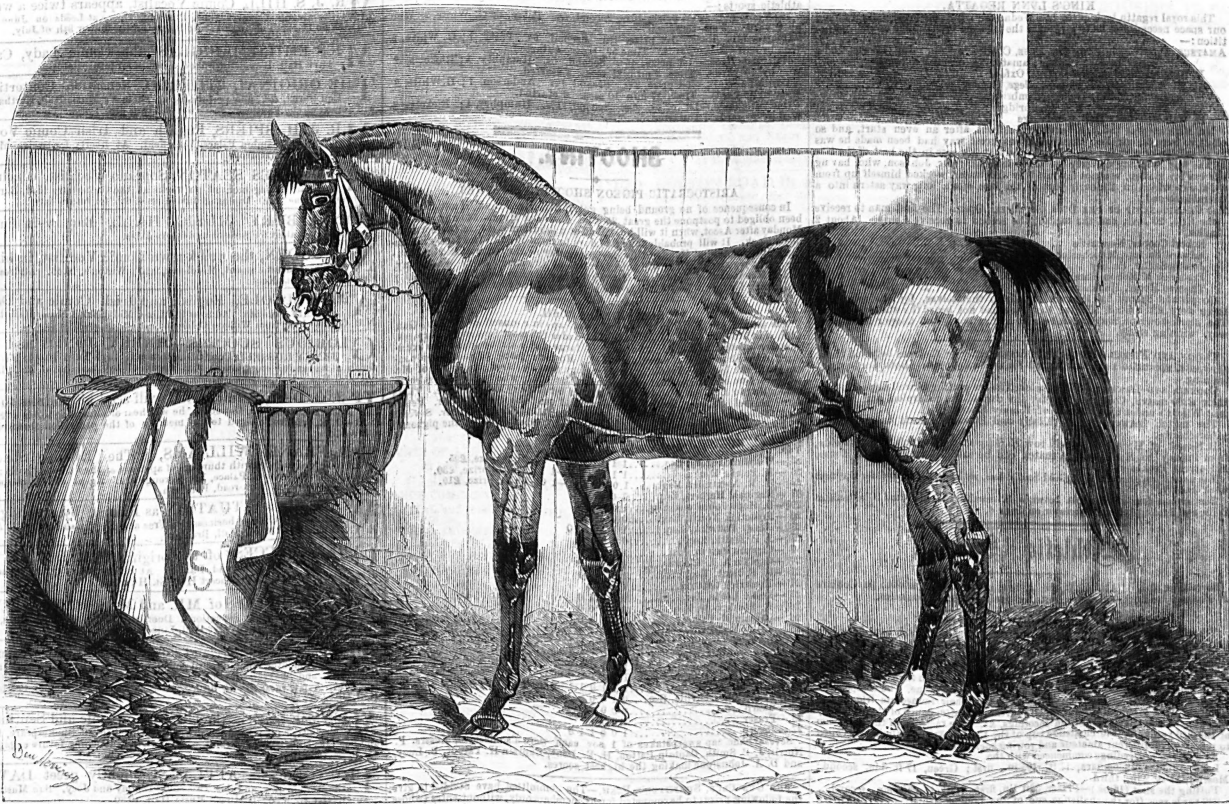


CLASSES VIII. AND XII.—PRIZE HACK AND PONY.

METROPOLITAN HORSE SHOW WINNERS.



CLASS XV.—THOROUGHBRED ENTIRE HORSE.



CLASS XVI.—STALLION FOR GETTING ROADSTERS, &c.

THE INMAN, THE TRANSATLANTIC, AND THE MEXICAN STEAM-SHIP COMPANIES,

AND
THE ROYAL LONDON YACHT CLUB
HAVE ADOPTED

L'EXTINCTEUR.

FOR RACING STABLES, FOR GENTLEMEN'S MANSIONS, CONTAINING WORKS OF ART AND HEIRLOOMS THAT NO MONEY-VALUE CAN REPLACE, THE EXTINGUEUR IS A DESIDERATUM AS INVALUABLE AS IT IS INEXPENSIVE.

The two accidents, the one at Lord Crewe's, the other at Braithwaite's Mills, are published as showing the TOTAL DESTRUCTION OF THE ONE, AND THE COMPLETE SAFETY OF THE OTHER, and to prove the assertion of the licensee, that had the seat of the noble lord been furnished with Extingueurs, no particle of damage would have been sustained.

DESTRUCTION OF CREWE HALL, CHESHIRE.—Yesterday morning, at two o'clock, the discovery was made that Crewe Hall, Cheshire, the seat of Lord Crewe, was on fire. It appears that shortly after Lord Crewe had retired to rest, about one o'clock, he rang for his valet, and intimated his suspicion that some part of the mansion was on fire, and, on proceeding to the eastern wing, the fact was fully ascertained. Two miniature engines belonging to the hall were attempted to be brought to bear upon it, but could not, owing to the want of the key of a water plug, which communicates with the lake. During this interval the fire had spread along the marble hall, picture gallery, drawing room, and the chapel on the north side, the ceiling of which, with the walls ornamented with splendid oil paintings, soon became a pillar of light. The great staircase, with a large quantity of statuary, is all gone. Very many paintings that were at the Great Exhibition in 1852 have been destroyed. The hall was commenced to be built in 1814, and completed in 1824, and in 1857 it was restored at a cost of £20,000 by the present peer. The entire hall, except a very small part, was destroyed by twelve at noon yesterday.

From the Westminster Gazette and Kendal Advertiser.

FIRE AT MEAD BANK.—On Saturday morning last, at half-past five o'clock, when Mr. Hirst, the manager for Messrs. Braithwaite and Co., the extensive woollen manufacturers, opened the door of the mill, he found a strong smell of fire, which he saw came from one of the carding engines. Arriving at the spot, he called to his assistance, and after closing the doors he called two or three men to his assistance, and in a few minutes all further danger ceased. The carding-machine was the middle one of a block of seven, and though everything belonging to it, except the iron work, was entirely destroyed, no other damage was done beyond blistering the frame work of an adjoining engine, which stood at a distance of two feet six inches. THE DAMAGE IS ESTIMATED AT ABOUT £250.

EVERY FIRE BEGINS IN A SMALL SPACE, AND IN ITS EARLIEST STAGES IS EASILY MASTERED. NO LARGE FIRE HAS EVER BEEN EXTINGUISHED; WATER BOOMES BY INTENSE HEAT DISINTEGRATED AND FEEDS THE FLAMES. SUCH FIRES BURN THEMSELVES OUT. ALL THAT SCIENCE CAN DO IS TO PREVENT THEIR EXTENSION.

33, POULTRY, AND IS, GREAT GEORGE-STREET, WESTMINSTER; WEST-END DEPOT, BENHAM & SONS, WIGMORE-STREET, CAVENTISH-SQUARE.

ON SENDING AN APPLICATION

A. LYNES,

193, SHOREDITCH, LONDON, N.E.,

you will receive, gratis and post free, our

New Chart of Fashion,

Directions for Self-measurement, and a Patterns of materials the undermentioned Articles of

A. LYNES'S FAMED

KENSINGTON CLOTHING.

ON SENDING A Post office order for 4s. to A. LYNES, 193, SHOREDITCH, N.E., you will promptly receive, carriage paid, his justly celebrated and ever admired KENSINGTON SUITABLE GUINOA SUIT, which is universally pronounced to be a marvel of elegance and quality, and a model of economy. Hundreds of patterns to select from. Write for patterns and list gratis.

ON SENDING your address to A. LYNES, Merchant Tailor and Outfitter, 193, SHOREDITCH, N.E., you will receive, gratis and post free, new designs for the present summer, and a directions for self-measurement of the Famed Kensington 14s. 6d. Trousers—(Sole Inventor A. LYNES)—Myriads of splendid patterns for selection. Black Dress in the same price. These Trousers will be found admirably adapted for Hunting, Riding, Boating, the Field, the Study, or the Drawing-room.

ON SENDING a post office order for 29s. to A. LYNES, 193, SHOREDITCH, N.E., you will receive carriage paid, our most elegant, and at the same time useful, novel, expressly invented by A. LYNES, new for this season—viz. THE KENSINGTON YACHTING JACKET. In this garment will be found elegance blended with economy, and smartness with strength and comfort; light throughout, faced with silk, and made from the most exquisite coloured notions &c.—Write for patterns. Sent free by Post.

ON SENDING a post office order for 42s. to A. LYNES, 193, SHOREDITCH, you will receive, carriage paid, a superb 4 Guinea Kensington Black or Blue superior Frock coat; Kensington Quilted throughout, made with or without silk facing. Write for Samples of the splendid materials.

ON SENDING a post office order for 4s. to A. LYNES, 193, SHOREDITCH, N.E., any of the following articles will be sent, carriage free, viz. Kensington 28s. Mitten coat (admirably suited for business wear); Kensington Dust Coat, 15s. 6d. (unparalleled for style and price).

Write for patterns &c., of any of the above to

A. LYNES! A. LYNES! A. LYNES!!

SOLE INVENTOR AND PROPRIETOR OF THE FAMED

KENSINGTON CLOTHING.

193, SHOREDITCH, N.E.

Situate at the Corner of Holywell Lane, opposite Great Eastern Railway.

BILLIARD TABLES, LAMPS, AND GAS FITTINGS,

OF EVERY DESCRIPTION, FOR HOME AND FOREIGN USE.

PRIZE MEDAL, GREAT EXHIBITION, 1851.

PRIZE MEDAL, INTERNATIONAL EXHIBITION, 1862.

UNDER THE PATRONAGE OF THE FOLLOWING LONDON CLUBS:—

Army and Navy Club	Gresham Club	Prince of Wales Club	St. James' Club
Arlington Club	Guards Club	Pratt's Club	Travellers' Club
Albert Club	Junior United Service Club	Public Schools Club	United Service Club
Carlton Club	Junior Carlton Club	Prince's Racket, Tennis, and Billiard Club	United Arts Club
Conservative Club (By Appointment)	Manstead Club	Queen's United Service Club	United University Club
Cyrensham Club	Naval and Military Club	Reform Club	Union Club
East India United Service Club	New University Club	Royal Thames Yacht Club	Volunteer Service Club
Egerton Club	Oriental Club	Railway Club	White's Club
	Oxford and Cambridge University Club	Stafford Club	Windham Club

BURROUGHS & WATTS. LONDON. W. IMPERIAL TOBACCO MANUFACTORIES OF THE FRENCH GOVERNMENT.



Tobacco, Snuff, and Cigars

Manufactured by the FRENCH GOVERNMENT.

Havana Cigars

Imported by the FRENCH GOVERNMENT.

Cigars from 1d. upwards. List of Prices sent free on Application.

Discount allowed on all Orders of £10 — 5 per cent.

£10 — 10 per cent.

All Orders of or above £1 sent immediately, Carriage Free, to any Railway Station in the United Kingdom.

WHOLESALE & RETAIL WAREHOUSE, 109, STRAND, LONDON, W.C.

R. SMITH, Manager.

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ON EACH
TELESCOPE

THE "DYER" TELESCOPE.

With Leather Sling and Case, 10s. 6d., or with Astronomical Eyepiece, 15s. 6d.

THIS TELESCOPE has an Achromatic Object glass 1.1 inch diameter. It possesses a magnifying power of 144 times superlunary, will read a church clock at 4 miles, and distinguish windows in houses at 5 miles. The Astronomical Eyepiece and Sun-glass, magnifying 324 times superlunary, converts into an Astronomical Telescope, showing Jupiter with his Satellites, the Solar Spots, Lunar Mountains, &c. Illustrated descriptions and testimonials post free.

Carriage Free, to Any Railway Station in England.

Manufactured only by E. G. WOOD, Optician, &c., 74, Cheapside, London.

The Extingueur is always ready for use (having been prepared perhaps months before) on the spot where danger threatens, and at the very instant of discovery of danger, it encounters, arrests, and masters it. Whenever used, as it ought to be, *immédiatement* the conflagration has made itself known, the Extingueur is almost invariably infallible. It occupies no more space than one bucket, although each Extingueur, No. 5, contains more than the value of thirty in mere volume, and, as writes the eminent gentlemen who formed a jury at Glasgow, "every drop has a deadly effect upon all inflammable matter."

L'Extingueur is WARRANTED HARMLESS TO LIFE OR PROPERTY. L'Extingueur confines the fire to the spot of its outbreak without injuring the most delicate fabric. The few quarts of water to Extingueur projects, being merely the vehicle for conveying the gas, NO TRACE OF THE ACCIDENT REMAINS IN DELUGED ROOM, SPOILED FURNITURE, OR DAMAGED MECHANISM. At any moment of day or night, one man of even less than ordinary strength may match up an Extingueur, and with cool confidence, unembarrassed, and without exertion, dispel the alarm and terror such a catastrophe as fire inevitably causes.

All useful discoveries have to live through a time of doubt and of apathy, then of discussion and admiration, and have to wait for actual trial in circumstances of real danger, before the great body of the public bestows a full confidence.

A perusal of excerpts to be obtained from the licensee will show that names most distinguished in Great Britain, France, and Belgium, have examined, have to tell, and have adopted L'Extingueur (a first class medal was awarded to it last month by a commission of scientific and practical men). The letter from the jury chosen at Glasgow contains names familiar to and appreciated by every commercial man, and this is only one of vast numbers kindly forwarded with permission to publish.

The licensee desires particularly to place before the public the fact that during the last six months the Extingueur has been the means of arresting no less than eleven conflagrations, and of saving vast amounts of property from destruction, and that the municipalities of several important towns have consequently provided their Fire Brigades with them. In conclusion, the licensee begs to state that the unprecedented success in all countries of the Extingueur, having been obtained exclusively and entirely by its intrinsic merits, he will always be ready at his own expense to verify by actual experiment every assertion he makes.

PRICE from £2 12s. 6d. to £6; RECHARGED at an EXPENSE of from 2s. to 6s.

33, POULTRY, AND IS, GREAT GEORGE-STREET, WESTMINSTER; WEST-END DEPOT, BENHAM & SONS, WIGMORE-STREET, CAVENTISH-SQUARE.

MEERSCHAUM PIPES, EXHIBITION

1862. Honorable mention for Steveron's celebrated Meerschaum pipes, which have been selected to supply these 50 much admired pipes with pure amber mouthpieces and spring leather cases at the following reduced prices: small size, post free 6d stamps, medium 5s. 6d. extra, extra, elegantly mounted with sterling silver, 2s. extra. They are warranted to contain beautiful. 10s. 6d. extra, for the most perfect. Pure Meerschaum pipes, mounted with pure gold, extra; long amber mouthpieces, mounted with pure gold, extra; 12s. 6d. extra, for the most perfect. A written warranty enclosed with each, on forwarding post-office order for 5s. 6d. extra, to David Steveron, from Holborn, W.C. Wholesale price list free to the trade on enclosing card and two stamps. N.B.—Meerschaum pipes made to any design. Ambers made and 44s. 6d. mounted in gold and silver. Pipes re-waxed or the Vienna principle. All repairs executed on the shortest notice, and sent home in town or country.

PIPES! PIPES!! PIPES!!! SPECIAL NOTICE.

GEORGE GOLDSTEIN, Importer of Meerschaum and Briar Root Pipes, begs respectfully to inform the public that, in consequence of the great demand for Meerschaum Pipes, he does not intend to raise the price, but continues to supply his celebrated Meerschaum, Briar Root, and other pipes, at the following reduced prices: small size, post free 6d stamps, medium 5s. 6d. extra, extra, elegantly mounted with sterling silver, 2s. extra. They are warranted to contain beautiful. 10s. 6d. extra, for the most perfect. Pure Meerschaum pipes, mounted with pure gold, extra; long amber mouthpieces, mounted with pure gold, extra; 12s. 6d. extra, for the most perfect. A written warranty enclosed with each, on forwarding post-office order for 5s. 6d. extra, to David Steveron, from Holborn, W.C. Wholesale price list free to the trade on enclosing card and two stamps. N.B.—Meerschaum pipes made to any design. Ambers made and 44s. 6d. mounted in gold and silver. Pipes re-waxed or the Vienna principle. All repairs executed on the shortest notice, and sent home in town or country.

LORD LYON, WINNER OF THE TWO THOUSAND GUINEAS AND DERBY.

A VALUABLE MEMENTO of this noble horse (with his rider, Gustave, in his white silk and red breeches, and his horse, with an elaborate border, containing Medallion Portraits of every horse that has won the race since 1711, and the names of the jockeys, &c., in elegant gilt case.—Address 50, Field and Sun, 10, Piccadilly, London, S.W. 1. Rich silk Neck-scars, with Lord Lyon's colours, 3s. 6d. and 5s. 6d.

IMPOSSIBLE, I hear you say. You are wrong. Positively, and per return of post for 14 stamps you can obtain the Newly-invented American Pocket Timepiece, warranted to denote correct time, with gold accessories, &c., in elegant gilt case.—Address 50, Field and Sun, 10, Piccadilly, London, S.W. 1. Rich silk Neck-scars, with Lord Lyon's colours, 3s. 6d. and 5s. 6d.

GOUT & RHEUMATISM.—The excruciating pain of Gout or Rheumatism is quickly relieved and cured in a few days by that celebrated Medicine, **MALIBU GOUT AND RHEUMATISM PILLS**. They require no restraint of diet or confinement during their use, and are certain to prevent the disease attacking any individual. Sold at 1s. 1d. and 2s. 6d. per box by all Medicine Vendors.

Printed and Published for the Proprietors by J. CARRAN, at the Office, 124, Fleet-street, in the City of London.